



**CITY OF HAYWARD**  
**AGENDA REPORT**

AGENDA DATE 12/16/03  
AGENDA ITEM 9  
WORK SESSION ITEM \_\_\_\_\_

**TO:** Mayor and City Council  
**FROM:** Director of Public Works  
**SUBJECT:** Funding for Local Streets and Roads

**RECOMMENDATION:**

It is recommended that the City Council adopt the attached resolution in support of a balanced allocation of funds for local streets and roads in the 2005 Regional Transportation Plan.

**DISCUSSION**

It is estimated that there is a current backlog of about \$7.6 billion in the nine Bay Area counties for local streets and roads maintenance, with approximately \$800 million of that shortfall in Alameda County. Gas tax has been the primary source of funding for local streets and roads. However, due to inflation and the increased efficiency of vehicles, the purchasing power of gas tax has declined. General fund dollars are becoming increasingly scarce as a source to make up for the lost revenues.

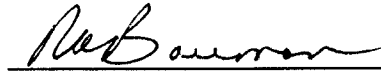
Historically, local jurisdictions have been able to supplement their gas tax funds with federal and state funding. In the last federal funding cycle, the City of Hayward received about \$3 million for local streets and roads rehabilitation. Additionally, the reauthorized Measure B half-cent sales tax provides about \$1.5 million annually to the City for local street and road maintenance. It should be noted that the federal and state funding is largely targeted to those routes included on the Metropolitan Transportation System (MTS), which includes state highways and routes such as I-880 and State Route 238, as well as major arterials such as "A" Street and Hesperian Boulevard.

In the 2001 Regional Transportation Plan (RTP), the Metropolitan Transportation Commission (MTC), which is in charge of programming federal and state transportation funds, allocated only about six percent of the future regional programming funds towards local streets and roads maintenance and rehabilitation. By comparison, the MTC funded about 64 percent of the transit capital shortfall. In response, local public works directors formed a region-wide Local Streets and Roads Committee to evaluate the MTC's programming decisions, to ensure that accurate information is used to project future needs for local streets and roads, and to project the resources expected to be available to meet those needs.

The MTC is in the process of beginning the preparation of the 2005 Regional Transportation Plan. Local jurisdictions have been asked by the Local Streets and Roads Committee to pass a resolution supporting a balanced apportionment of funds, so that local streets and roads receive a fair share of future regional funding. It is also recommended that local jurisdictions be given the flexibility to address maintenance and rehabilitation needs on non-MTS routes as well.

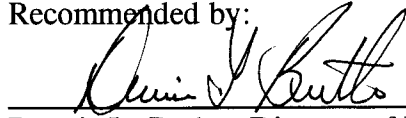
Should local streets and roads continue to receive a disproportionate share of regional funding, pavement conditions in the City can be expected to decline. Failure to maintain even the existing level of funding would result in increased deferred maintenance, which consequently would result in an even greater funding shortfall, since it is more expensive to repair pavement than to maintain it.

Prepared by:



Robert A. Bauman, Deputy Director of Public Works

Recommended by:



Dennis L. Butler, Director of Public Works

Approved by:



Jesús Armas, City Manager

**DRAFT**

HAYWARD CITY COUNCIL

RESOLUTION NO. \_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

RESOLUTION IN SUPPORT OF ENHANCED REGIONAL  
FUNDING FOR MAINTENANCE OF LOCAL STREETS AND  
ROADS

WHEREAS, the Nine-County Bay Area economy relies heavily on the availability of a well-maintained regional transportation system; and

WHEREAS, well-maintained local streets and roads are important to the region's economic health and to the quality of life for the residents; and

WHEREAS, well-maintained arterial and collector streets are vital to all modes of transportation including the private automobile, goods movements, emergency vehicles, transit, bicycles, and pedestrians within the region; and

WHEREAS, funding for regional transportation system maintenance and rehabilitation is limited; and

WHEREAS, preserving and protection the public's investment in the existing local streets and roads must remain a priority for transportation investment; and

WHEREAS, regular and timely street maintenance reduces long-term rehabilitation costs and minimizes the need to reconstruct streets; and

WHEREAS, when local streets and roads are not well-maintained, the cost of repair can increase dramatically; and

WHEREAS, the value of the existing local streets and roads far exceeds local governments' capacity to replace them within any reasonable time frame.

NOW, THEREFORE, BE IT RESOLVED that:

1. The City Council of the City of Hayward hereby supports the allocation of an enhanced level of regional transportation funds to maintain and rehabilitate local streets and roads, including streets not currently on the Metropolitan Transportation System. (MTS).

2. Maintaining local streets and roads should be a high priority for the allocation of regional maintenance funds.
3. Regional funding priorities for local streets and roads should be based on the local jurisdictions' determination of maintenance and rehabilitation needs supported by a systematic pavement condition evaluation program.
4. The City Council of the City of Hayward supports a balanced and equitable approach to funding local streets and roads maintenance as well as transit needs.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 2003

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward